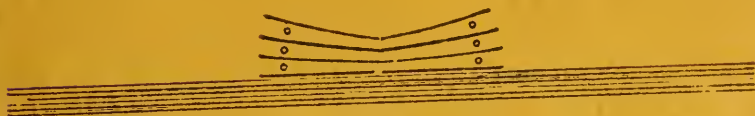


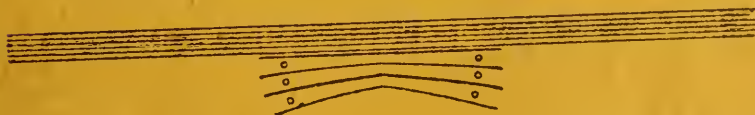
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SAVANNAH, GA.





Class F294  
Book S2 C5





THE CITY  
OF  
SAVANNAH, GEORGIA,  
ITS  
ADVANTAGES, RESOURCES,  
AND  
BUSINESS FACILITIES.

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SAVANNAH, MARCH 1895

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# SAVANNAH.

Savannah has a population of about 55,000. It covers an area of 4,000 acres, and has a property valuation of \$40,000,000, and a commerce of \$120,000,000. The city has 110 miles of streets, 65 acres of public parks, 30 miles of street railway, and 5 miles of wharves. Geographically it is at the head of ship navigation on the Savannah river, 18 miles from the ocean, on a plateau 50 feet above the level of the sea. It is in 32 degrees and some minutes North latitude and is near the isothermal line of 70 degrees temperature which marks the northern limit of the tropics. The average temperature is 66 degrees, approximating that of Bermuda, Gibraltar, Spain; Palermo, Sicily; Shanghai, China, and Sydney, Australia.

It has held a prominent place among the seaport cities of America on account of its commercial importance, because of its being the chief naval stores port of the world, and the third largest cotton port of America. It is the headquarters of five lines of ocean steamships, four lines of river steamers, and of the two great railway systems of the South—the Central and Plant systems—and is on two trunk lines North and South. It is delightfully situated as a residence town. No other American city has such wealth of foliage, such charming seclusion and such sylvan perfection, so united with all the convenience and compactness of a great commercial city. Its parks and squares are adorned with statues, fountains and mounds, gigantic oaks and magnolias, with here and there catalpas and banana trees. Among the flowers the most beautiful are the rose and the camelia japonica, which bloom luxuriantly in mid-winter in the open air.

But its natural beauty is not all that Savannah boasts. Its architecture is varied and striking; much of it in the quaint fashion of by-gone days, but with those characteristics that the art of the present day is eager to counterfeit. It is rich in historic memories; its schools are unsurpassed; its society is cultured; art is patronized, and all the influences exist which make a city attractive.

All classes of society are found as in other States, and the question of nativity, antecedents and political or religious views create as few distinctions as can probably be found in any community in the world. The stranger is welcomed and the new-comer finds friendly neighbors around him.

## SCHOOL SYSTEM.

Every man who has a proper regard for the welfare of his posterity in selecting a home for himself and family will be influenced, in

a large measure, by the facilities which it offers for the education of his children. In this respect Savannah and the surrounding country present peculiar advantages, superior in all respects to those of the other localities in the South.

The common schools of Georgia form, by far, the most interesting feature of her educational system. The State appropriates liberally for the support of her free schools, and the amount is supplemented each year by local, city and county appropriations to between \$150,000 and \$175,000. The common school organization extends to every county in the State and includes every district where the population is sufficient to admit of a school. Chatham county appropriates, in addition to the State appropriation, from \$70,000 to \$80,000 for the support of its schools.

### THE CLIMATE OF SAVANNAH.

The average annual temperature of Savannah is 66 degrees; approximating the temperature of Bermuda, which is 68 degrees; Gibraltar, Spain, 64 degrees; Palermo, Sicily, 66 degrees; Shanghai, China, 66 degrees; Montevideo, South America, 66 degrees; Cape Town, Africa, 66 degrees, and Sydney, Australia, 65 degrees. It is seldom that the temperature exceeds 85 degrees in May, 90 degrees in June and 92 degrees in August, although on rare occasions the mercury has gone higher. The highest temperature on record for Savannah is 105 degrees. The lowest temperature known is 12 degrees. The weather is usually clear, the average number of cloudy days during the year being 90. The Summer comprehends more than one-half of the year; it begins in May and may be said not to end before November. A remarkable feature of the climate of Savannah, however, is the cool nights, produced by the ocean breezes, which arise in the late afternoon. It is seldom that a hot night is experienced. The temperature is equable; from February to December it ranges from 70 degrees to 92 degrees, and this variation of 22 degrees is seldom sudden, but rather easy and gradual.

The following table of the highest, lowest and average temperature, and the rainfall of Savannah is compiled from the records of the U. S. Weather Bureau and covers a period of twenty-three years:

	Jan.	Feb.	Mar.	Apr.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
Ave. Tem...	51°	54°	59°	66°	74°	80°	81°	80°	76°	67°	58°	52°
Hg'tst Tem...	80°	81°	87°	89°	98°	100°	105°	100°	96°	92°	83°	80°
Lw't Tem...	12°	19°	27°	33°	48°	50°	55°	63°	48°	37°	22°	15°
Rain (in.)...	3.75	3.13	3.97	4.27	2.91	7.16	5.23	8.04	5.42	3.54	2.31	3.34

		Average Temperature.	Rain (in inches.)
Winter.....	{ December..... January..... February..... }	52°	10.22
Spring.....	{ March..... April..... May..... }	66°	11.15

		Average Temperature.	Rain (in inches.)
Summer.....	{ June..... July..... August..... }	81°	20.43
Autumn.....	{ September..... October..... November..... }	67°	11.27
Annual.....		66°	53.07

## HEALTH AND SANITATION.

The health record of the city of Savannah for the past ten years is a part of the history of the city, and shows to advantage. The authorities have each year made liberal appropriations for preserving the city's health, and Savannah to-day is in the front rank of the sea-coast towns, from a sanitary standpoint. With hundreds of vessels coming annually from West India and South American ports, her quarantine system has enforced their being put in a good sanitary condition before they are admitted to the city, and, by this method, a commercial intercourse with those countries has been fostered, and, at the same time, the city has protected itself against epidemic diseases. The plant for disinfecting purposes is the latest improvement in Maritime Sanitation. Savannah's supply of water is entirely from artesian wells, and it may be interesting to know that Cholera, which has threatened this country for two years, could not have gained ground in Savannah, as it would have been impossible to have contaminated the water supply. Garbage is disposed of by cremation, the proper disposition of waste matter, and an inspection of the city will show that there is constant care in sanitary affairs. The safe-guards the city authorities put around their people are worthy of attention. In 1877, by a special bill, the Legislature of the State appropriated a part of the county taxes for the drainage of the low lands around the city. In one year \$38,000 was expended for this purpose, and since then the County Commissioners have continued the work, and reclaimed thousands of acres, thereby accomplishing a double benefit—wonderfully improving the health of the city and opening up the richest kind of land for truck farms. The various types of fever, which used to be the dread of the inhabitants, has been reduced to a minimum. The comparative death rate of the city will show just how much improvement has been made in its health:

	Total Population.		Deaths.		Total.	Annual ratio per 1,000.	
	Whites.	Colored.	Whites.	Co'ored.		Whites.	Colored.
1873...	15,000	13,000	505	771	1,176	32.	59.
1883...	18,000	15,000	488	659	1,147	27.	43.
1893...	27,000	23,000	450	750	1,200	17.	32.
1894...	28,000	24,000	413	766	1,179	14.75	31.91

## THE HARBOR.

It was not until 1873 that the United States resumed work upon the improvement of Savannah Harbor, and since that time, up to 1890, the work progressed in a desultory and unsatisfactory manner, in consequence of irregular and inadequate appropriations. In the latter year Congress showed some appreciation of the value of the work to the country at large by appropriating \$350,000, and in 1892 authorized the work to be carried on under the continuous contract system. This action has made it possible to look forward with certainty to the early completion of the work and the attainment of a draft of 26 feet of water—the depth aimed at in the project of Capt. O. M. Carter, Corps of Engineers, United States Army, the officer who has been in charge during the past ten years.

Since this project was adopted the following appropriations have been made for the work:

By act of Congress of—

August 11, 1888 (unexpended balance).....	\$ 4,035.05
September 19, 1890.....	350,000.00
July 13, 1892.....	318,750.00
March 3, 1893.....	1,000,000.00
August 18, 1894.....	975,000.00
March 2, 1895.....	856,250.00
Total .....	\$3,504,035.05

All of the above amount has been expended or is covered by existing contracts. The jetty work is practically completed, and the dredging is being pushed as rapidly as possible. There is now a depth of mean high water of 24 feet, and the desired depth of 26 feet will shortly be obtained.

In 1872 the exports and imports of Savannah by water amounted to \$72,358,000, and in 1892 to more than \$150,000,000, this great increase being wholly attributable to the increasing depths obtained by the harbor improvement work. In 1874, when the United States Engineer Department resumed charge of the improvement, after an interruption of many years, the usual high-water draft of vessels to and from the city was about 14½ feet. The improvements up to

date have resulted in securing a navigable channel of full 23 feet deep at mean high tide from the city to the sea. In October, 1893, the water-logged schooner Martha A. Holmes, drawing fully 23 feet, was picked up at sea a derelict, and was towed from the mouth of the river to the city wharves on a single tide. The following is a partial list of vessels arriving at and clearing from Savannah during the past few months, drawing 21 feet or more:—

NAME.			NAME.		
DRAFT.			DRAFT.		
	Feet.	Inches		Feet.	Inches
Ss. Broomhaugh.....	21	6	Ss. Wastwater.....	21	6
Ship Ida.....	21	8	Bark B. D. Metcalf..	22	...
Bark Aljaca.....	22	...	Bark Caroline.....	22	...
Ss. Dreffield.....	22	...	Ship Palmas.....	21	10
Ship Thos. Perry.....	22	5	Ss. Darwin.....	22	2
Bark Maria.....	22	...	Ss. Boston City.....	21	9

The harbor of Savannah affords at present an anchorage of nearly 1,900 acres, which will be increased to about 2,350 acres when the improvements now being carried on are completed. But what is demanded of a commercial port is not a large area for anchorage alone, but abundant dock facilities with convenient approaches. These Savannah possesses in an eminent degree, and the construction of docks at private and corporate expense will keep pace with the increasing demands of commerce.

Savannah has now more than five miles of wharves, with more than twice that length of water front available, which will be largely developed when the 26 feet of water aimed at in the present project of improvement is obtained.

During 1894 there were regular packet steamers, ranging from 2,000 to 4,000 tons register each, plying between Savannah and northern coastwise ports. These steamers make 36 arrivals and the same number of departures each month, and every foot of increased depth in the river will allow each one of these vessels to carry on an average 200 tons more freight on each trip, allowing the freight rate to be gradually decreased, the money thus expended by the Government finding its way into the pockets of the producers and the consumers, who are to be found in every state and territory in the Union. The engineer in charge of the harbor work estimates that such increased facilities for navigation as have been offered by the improvements already executed have resulted in an annual saving of freights alone, of more than the total amount of money expended by the United States upon the harbor. Every dollar expended in the further improvement of the harbor will yield a still more valuable return.



## VOYAGES OF STEAMSHIP LINES, 1892.

Lines.	Savannah to	Steamers.	Service.
Ocean Steamship Co.....	New York.	7	4 times per week.
New England & Savannah Steamship Co.....	Boston.	2	1 " " "
Merchants' & Miners' Transportation Co.....	Baltimore.	4	3 " " "
Ocean Steamship Co.....	Philadelphia.	2	1 " " "
Total.....		15	

REPORT OF ARRIVALS AND CLEARANCES AT THE  
PORT OF SAVANNAH, 1873 to 1894.

Year.	Arrived.	Tonnage.	Cleared	Tonnage.	Total Tonnage.
1873.....	710	517,051	755	557,316	1,074,367
1877.....	674	589,021	626	587,541	1,276,562
1882.....	606	666,374	582	650,743	1,317,117
1887.....	669	676,096	653	683,364	1,359,460
1892.....	813	955,208	813	950,552	1,905,760
1893.....	782	926,240	758	909,120	1,835,360

The foregoing table shows the increase in tonnage from 1873 to 1893. As the depth of water in the river continued to increase, the small sailing vessels of limited draught and capacity gave way to vessels of larger carrying capacity and greater draught, thus affording cheaper rates of freight. Twenty years ago the vessels frequenting this part drew about 14 feet of water; to-day steamships of capacities varying from 2,000 to 5,000 tons, and drawing from 18 to 22 feet of water, carry most of the commerce of this port.

The completion of the plans of the United States Engineer Department will take from one to two years more. The benefit of the work is becoming daily more and more apparent, as the obstructions impeding navigation are being removed. Already the effect of the work is seen in the rapid building up of the immense commercial interests of the city and the further expansion of its influence, wealth and population.

## SHIPPING.

A report of the tonnage cleared from this port for the past six years, shows that the increase has been a fraction over 20 per cent. In that period, the total tonnage for 1889 being 857,278, and for 1894 1,038,615. In 1883 the total tonnage from this port was 550 vessels aggregating 559,366 tons, which is practically an increase in eleven years of 100 per cent.

	NO. SHIPS.	TONNAGE
1889.		
American Steamships.....	340 }	614,221
“ Sailers.....	77 }	
Foreign Steamships.....	95 }	243,057
“ Sailers . . . . .	214 }	
Totals .....	726	857,278
1890.		
American Steamships .....	375 }	762,104
“ Sailers .....	132 }	
Foreign Steamships.....	107 }	241,851
“ Sailers.....	212 }	
Totals .....	828	1,003,955
1891.		
American Steamships....	417 }	808,584
“ Sailers.....	360 }	
Foreign Steamships.....	117 }	285,083
“ Sailers .....	245 }	
Totals .....	1,139	1,093,667
1892.		
American Steamships.....	416 }	796,146
“ Sailers.....	298 }	
Foreign Steamships .....	94 }	264,062
“ Sailers.....	251 }	
Totals.....	1,059	1,060,208
1893.		
American Steamships.....	371 }	748,987
“ Sailers.....	307 }	
Foreign Steamships.....	107 }	282,681
“ Sailers.....	231 }	
Totals.....	1,016	1,031,668
1894.		
American Steamships.....	388 }	748,733
“ Sailers.....	203 }	
Foreign Steamships.....	105 }	289,882
“ Sailers.....	206 }	
Totals .....	902	1,038,615

## TRANSPORTATION.

The facilities for transportation of passengers and freight, both by rail and water, are superior to those enjoyed by any of the South Atlantic ports. Reference to the railroad map will disclose the extensive territory in the north, west and south-west reached through the several rail systems. The railroads which enter and terminate at Savannah are as follows:

1st. The Plant system, which is composed of the Savannah, Florida and Western Railway, the Charleston and Savannah, the Alabama Midland and the Brunswick and Western Railroads. The rails of this system begin at Savannah and terminate at Charleston, S. C., where it connects with the Atlantic Coast Line, in connection with which both fast and continuous schedules are run between Savannah and New York. Going west its rails and schedules are continuous to Montgomery, Ala., connecting at that point with the Louisville and Nashville Railroad, reaching through that road all points west, northwest and southwest. It also extends to Albany, Ga., connecting at Jesup with the East Tennessee, Virginia and Georgia Railway for all points northwest and west; with the Georgia, Southern and Florida Railroad at Tifton, and with the Central Railroad of Georgia at Albany for all points west and northwest. It also extends to Jacksonville, Gainesville and Tampa, Fla., making close connections with the roads in Florida at all important junction points, and steamship lines for West India Ports, etc.

2d. The Central Railroad of Georgia: This is one of the most important systems in the state. It controls 1,575 miles of rail, extending from Savannah to Augusta, Macon, Atlanta, Albany, Eufaula, Columbus, Montgomery, Rome, Chattanooga and Birmingham, making connection with the roads leading from those points; affording through its connections every advantage for prompt movement of both freight and passengers.

3d. The South Bound Railroad: This road extends from Savannah to Columbia, S. C., at which point it connects with the Richmond and Danville System for all points north and northwest. It also intersects the Port Royal Railroad, which affords it the opportunity to reach Augusta, Port Royal and Beaufort, S. C., and the South Carolina Railroad, which gives it a connection also for Charleston and Augusta.

4th. The Florida Central and Peninsular Railroad: This road has but recently been completed from Hart's Road, Fla., to Savannah,



at which point it connects with the South Bound, which is, in fact, a part of its system. The latter road therefore should be included in the F. C. & P. System. When opened for business its rails will extend from Tampa, Cedar Keys, and Orlando, Fla., to Columbia, S. C., passing through Ocala, Gainesville, Fernandina, again beginning at the Chattahoochee River, it will pass through Tallahassee, Madison and other towns.

A glance at the map will show that the rails of the lines here referred to ramify and reach every section of this great country; their management is good, which fact furnishes a guarantee that the public will be properly and promptly served.

The water service is furnished, 1st. Between New York and Savannah by the Ocean Steamship Company. The ships of this line are not surpassed by any engaged in the coastwise service, in any particular, whether it be speed, comfort or management. They make four sailings per week between Savannah and New York.

2d. The New England Steamship Company: These ships are owned and managed by the Ocean Steamship Company and its officials, and make a weekly trip between Boston and Savannah. The ships are of the same character as those of the Ocean Steamship Company, and being managed by the same officers, furnish guarantee that the satisfaction which has always been given by the Ocean Steamship Company attend this line.

3d. The Philadelphia Steamship Line: The sailings by this line are once a week. It is also under the control and management of the Ocean Steamship Company, and further remark with respect to it would be superfluous.

4th. The Merchants and Miners Transportation Company: This line plies between Savannah and Baltimore, Md., extending from that city to Providence, R. I., and Boston, Mass. It also connects with the Ericson Line, which runs between Baltimore and Philadelphia. Three ships each week leave Savannah and Baltimore. It will be seen, therefore, that we have three sailings per week between Boston and Savannah, two to Providence, as well as a more frequent service to Philadelphia. In addition to the opportunities which these ships and the various railway lines indicated offer to reach England and Continental Ports by way of Northern Ports, it may be interesting to know that the freighting business from the port of Savannah demands direct movement. As a result there will be found at the wharves, nearly every month in the year, ships being laden for ports in the Baltic, England, France, Spain and Germany. Reference to our customs records will show the variety of the cargoes which they convey.

## COTTON.

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Limited space makes it impossible to give more than a brief sketch of the development of the Cotton business of the port during the past twenty-three years.

From the season 1868-69, in which Savannah received only 363,000 bales, the annual receipts have been increasing, varying from year to year, according to the extent of the crop, until the season of 1890-91, when they passed the 1,000,000 bale mark.

While the receipts for the past two seasons have shown a falling off, due in 1891-92 to a short crop in this section, and in 1892-93, to a crop of 2,322,000 bales less than the previous year, the city has more than held its position in proportion of receipts to the total crop.

The "net" receipts at Savannah for the year ending August 31st, 1894, were 969,430 bales, with an approximate value of \$38,929,631, in comparison with 791,211 bales and a value of \$34,598,595 in 1893, an increase of 178,219 bales, or 22.52 per cent.

The total cotton crop of the United States for the year ending August 31st, 1894, amounted to 7,527,211 bales, an increase of 810,069 bales as compared with the previous year.

Of this Savannah received 12.88 per cent., as compared with 11.78 per cent. in 1892-93.

### SEA ISLAND COTTON CROP.

The total Sea Island crop during the past season was 61,052 bags, against 45,422 bags the previous year; an increase of 15,630 bags. Of this amount Savannah received 54,259 bags, or 88.87 per cent., as compared with 78.08 per cent. in 1892-93; making her still rank first as a Sea Island Cotton market.

Of the 54,259 bags, Savannah's receipts in the season of 1893-94, Georgia furnished 72.23 per cent., Florida 27.65 per cent. and South Carolina 00.12 per cent., as compared with Georgia 76.93 per cent., Florida 19.23 per cent. and South Carolina 3.84 per cent. in 1892-93.

## EXPORTS IN DETAIL.

SEASON.	1893-'94.		1892-'93.		1891-'92.	
	Upland.....	Sea Island	Upland.....	Sea Island	Upland.....	Sea Island
Charleston .....	67,688	.....	17,133	.....	47,270	28
Baltimore .....	92,079	3,016	96,423	122	118,837	851
New York .....	195,785	21,006	190,029	23,874	235,196	22,304
Boston .....	57,731	5,496	83,946	5,835	4,917	2,249
Philadelphia .....	10,510	.....	7,125	.....	8,986	.....
Brunswick .....	1,303	.....	150	.....	.....	.....
New Orleans .....	.....	.....	59	.....	48	.....
Total Coastwise.....	424,496	29,518	394,856	29,881	495,254	25,432
Reshipped to Interior.....	330	2	205	.....	192	.....
Local consumption and burnt..	2,378	68	1,916	24	2,317	10
Cork for orders—Total Channel.....	.....	.....	.....	.....	.....	.....
Liverpool—Total Great Britain.....	88,859	22,932	55,931	5,780	159,770	15,837
Havre .....	31,101	1,546	24,200	527	29,316	881
Dunkirk .....	.....	.....	.....	.....	.....	.....
Rouen .....	.....	.....	.....	.....	.....	.....
Total France.....	31,101	1,546	24,200	527	29,316	.....
Norrköping .....	1,700	.....	1,700	.....	8,440	.....
Reval .....	50,909	280	11,350	.....	22,300	.....
Bremen.....	131,389	.....	94,683	.....	118,073	.....
Amsterdam .....	.....	.....	1,900	.....	6,062	.....
Genoa .....	65,767	.....	57,189	.....	28,179	.....
Barcelona .....	82,632	.....	89,208	.....	86,600	.....
Göthenberg .....	3,350	.....	2,650	.....	5,900	.....
Malmö .....	.....	.....	.....	.....	2,750	.....
Oporto .....	1,300	.....	4,100	.....	1,800	.....
Warberg .....	3,097	.....	1,400	.....	.....	.....
Nypöking .....	1,000	.....	.....	.....	.....	.....
Hango .....	.....	.....	2,100	.....	1,800	.....
St. Petersburg .....	27,210	500	4,800	.....	7,100	.....
Trieste .....	.....	.....	.....	.....	1,650	.....
Stockholm .....	.....	.....	.....	.....	1,700	.....
Gefle .....	.....	.....	1,200	.....	.....	.....
Salerno.....	.....	.....	3,100	.....	.....	.....
Coruna .....	.....	.....	600	.....	200	.....
Lisbon .....	.....	.....	1,500	.....	1,510	.....
Passages .....	.....	.....	1,800	.....	2,100	.....
Ghent.....	2,750	.....	.....	.....	5,075	.....
Total Continent.....	371,104	780	279,280	.....	301,239	.....
Grand Total.....	918,268	54,846	756,388	36,162	988,088	42,160

**Record of Net Receipts and Exports at Savannah,  
Ga., for Years Named Ending August 31st.**

YEAR.	RECEIPTS.		EXPORTS.	
	Upland.	Sea Island.	Upland.	Sea Island.
1894.....	915,171	54,259	918,268	54,846
1893.....	755,724	35,487	756,388	36,162
1892.....	984,604	42,019	988,088	42,160
1891.....	1,093,936	45,630	1,095,296	43,782
1890.....	924,282	32,235	921,467	32,881
1889.....	798,177	29,991	797,146	29,382
1888.....	869,413	22,975	874,669	24,033
1887.....	777,671	26,741	778,555	27,939
1886.....	780,291	23,068	785,045	22,790
1885.....	708,730	19,357	708,344	19,083
1884.....	646,445	9,301	658,836	9,255
1883.....	805,711	11,959	815,143	12,055
1882.....	719,827	17,229	733,656	17,541
1881.....	874,301	15,082	879,201	15,201
1880.....	729,485	11,533	728,231	11,526
1879.....	685,484	8,280	693,122	8,286
1878.....	586,138	11,311	610,496	11,396
1877.....	471,699	5,736	484,434	5,871
1876.....	516,072	7,172	536,826	7,033
1875.....	598,602	7,817	610,749	7,922

## NAVAL STORES.

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The receipts of Naval Stores at Savannah during the last season amount to 268,000 casks Spirits Turpentine and 1,025,000 barrels Rosin—a total of 1,293,000 Packages handled in Savannah in one year. The aggregate “weight” of these articles is over Five Hundred Million pounds, and the aggregate value amounts to between Six and Seven Million Dollars.

These enormous receipts easily make Savannah the “First Market and the Great Distributing Center of the World for Naval Stores.” Four States contribute to this result, viz: Georgia, South Carolina, Florida and Alabama.

Savannah exports heavily to the great Supply Ports of Europe—London, Bristol and Cork for the United Kingdom—Antwerp, Hamburg, Rotterdam, Genoa and Trieste for the Continent. Besides this shipments are made direct to every Nation in Europe—Spain, Portugal, Italy, Austria and Turkey in the South—Germany, Denmark, Sweden, Norway and Russia in the North.

Ships under every flag carry these products of Georgia Pine trees from Savannah to every market on the coasts of Africa, Asia, Australia and South America, whilst coastwise steamships and trans-continental Railroads supply New York, Boston, Philadelphia, Baltimore, Montreal and the enterprising cities of the interior—Chicago, Cleveland, Buffalo, Milwaukee, St. Louis, Kansas City, Denver and the hosts of smaller but no less energetic manufacturing points in the Great West. In fact, wherever Soap is manufactured or Paint is used, or Naval Stores are needed for any purpose whatever, Savannah supplies that need. She invites all the World to trade with her.

## TIMBER AND LUMBER.

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The lumber trade of Savannah has grown within the last ten years to be one of the most important of its business interests, and one in which millions of capital are invested. Its quality is not excelled by that shipped from any other Southern port.

Georgia has for years been cutting her timber and shipping logs and lumber, yet she has left untouched immense areas of the very best woods of all kinds. Along the railways and rivers leading to the sea large quantities of timber have been cut, but away from transportation, and tributary to newly built and projected roads, vast bodies of virgin forests and choicest woods invite investment. From the coast comes the best and largest live oak; from the inland country are furnished beautiful cedar and tall cypress, and the mountain region yields vast untouched forests of the finest hardwoods known to commerce, or employed in arts or manufactures.

In a report to the special agent on forestry, W. G. Norwood, of Blackshear, estimates for the census that the uncut yellow pine forests will yield over 16,700,000,000 feet of lumber, and that the millions of feet daily sawed will not exhaust the supply in a century. Mixed with this pine are large tracts of timbered lands covering hundreds of square miles of the best cypress, oak, hickory, ash, cedar, maple, dogwood, beech, poplar, chestnut and other woods. All of these vast resources are tributary to Savannah, and a large percentage of all the lumber cut in this State is handled by Savannah dealers.

In 1877 Savannah's lumber business amounted to only 47,807,201 feet of \$500,000.00 in value. It has risen to \$1,532,000.00 in 1892. The growth in three years was as follows:

1889-90 .....	107,371,082 feet.
1890-91 .....	125,920,322    "
1891-92 .....	140,243,603    "

Of the 140,243,603 feet in 1891-92 there were 126,215,442 feet shipped coastwise and 14,028,161 feet foreign; and of the coastwise shipments 109,523,472 feet were shipped by sailing vessels, and 16,691,971 feet by steamers.

The coastwise shipments grew from 105,366,438 feet in 1890-91 to 126,215,442 feet in 1891-92.

The coastwise shipments were to twenty-two ports, principally—



	1890-91 Feet.	1891-92 Feet.
New York.....	34,063,276	37,616,958
Baltimore .....	30,869,769	34,180,727
Philadelphia .....	16,606,890	28,422,112
Boston .....	9,775,029	4,613,043
Portland .....	2,040,894	3,748,611
Newport News .....	1,459,092	3,068,996
Wilmington .....	2,373,534	2,590,386
Perth Amboy.....	1,811,500	2,039,142

The foreign shipments were to twenty-three ports, mainly, in the following order as to magnitude:

	1890-91—Feet.	1891-92—Feet
Buenos Ayres .....	1,660,195	3,054,981
Santiago de Cuba.....	2,835,912	1,163,028
Valencia .....	1,362,510	1,531,577
Oporto .....	2,327,323	1,441,036

Spain and the Argentine Confederation take the largest shipments.

In the last six months of 1891-92 Baltimore took more lumber than any other port, getting about a third of Savannah's coastwise shipments, Baltimore and New York exporting 60 per cent.

In addition to shipments of lumber there were shipped large quantities of shingles, cedar logs, cross ties, staves and laths; the cross ties alone amounting to 5,000,000 feet. For the year 1893 it is estimated that this item will be nearly doubled.

The superior commercial facilities and banking advantages of Savannah, strengthened by her many railroad lines, and by the certainty of her deep water of twenty-six feet to the sea, with the advantage of lower freights on ships of large tonnage over smaller vessels, due to deep water, make her supremacy in the lumber trade inevitable, and insure the steady growth of this vast business.

The pine forests of the Northern States have been removed with such rapidity as to cause many capitalists to make investments in Southern pine lands, realizing that, in the near future, yellow pine would be called in to take the place in the market now supplied by white pine. These investments have increased rapidly in value each year, and now that Southern pine is used in so many of the large factories in place of ash and other hard woods, the inroads being made on the Southern forests to supply them, and the export demand, will cause Southern timber lands to enhance in value more rapidly than at any former period.

The South has the reserve timber supply of the United States, and Georgia's share is a large percentage of the same. If settlers will acquaint themselves with the economic management of mills and timber properties, our section offers to them a lucrative field for capital and energy.

During the past two years the shipments of lumber, owing to the depression in business of this special commodity, have decreased somewhat in volume, but during the present year they are again assuming large proportions, and bid fair to equal previous years.



## TRUCK FARMING.

### AREA.

The County of Chatham, in which the City of Savannah is situated, has a total area of about 500 square miles, of which about 30,000 acres are uncultivable salt marshes. It has, therefore, a total acreage of 292,000 acres of arable land, inclusive of six larger and several smaller Sea Islands.

For several years the low-lands of the county have been undergoing a thorough system of drainage, which, when completed, will open up to cultivation the most fertile lands in the State (full of vegetable matter), for some of the most valuable crops of the truck farmer. The fertile bottom lands of the Savannah and the two Ogeechee rivers, have been in Rice culture, but, after undergoing dry culture, may be made suitable to such articles as Cabbage, Potatoes, Celery, Strawberries, etc. These are the only lands in the low country of Georgia upon which Wheat has been grown successfully. They are susceptible of the most thorough system of drainage and irrigation by the rise and fall of the tides.

The Sea Islands, the homes of Sea Island Cotton planters of former days, have a higher altitude than the Islands of South Carolina, and life, upon them, therefore, has never been lost by inundation from storms. They have a healthy climate under the cooling sea breezes, enjoy the facilities of cheap water transportation to shipping centres and the advantages of a food supply from the waters, such as fish, shrimp, crabs and oysters.

### CLIMATE.

The last frosts of the opening spring, of which there are any available record, have been as follows:

1835—March 30th, with a cold wave at night from the northwest.

1836—March 23d.

1837—April 10th.

1838—March 19th.

1839—March 31st, sleet and rain.

1840—March 27th.

1841—March 20th, April 14th, frost light.

1842—Feb. 24th, March 23d, Pride of India (*Melia Azedarach*) in bloom; April 7th, blackberries ripe.

1843—March 29th, ice and frost.

- 1844—March 22d, frost.  
1845—April 10th, thermometer 43 degrees at sunrise.  
1846—March 17th, thermometer 38 degrees at sunrise.  
1847—March 28th, thermometer 35 degrees at sunrise.  
1848—March 16th, thermometer 31 degrees at sunrise.  
1849—March 20th.  
1850—March 29th.  
1851—March 20th, thermometer 37 degrees; March 28th, first Whippoorwill.  
1852—March 20th, thermometer 32 degrees; March 25th, first Whippoorwill.  
1853—March 7th, thermometer 34 degrees; March 21st, first Whippoorwill.  
1854—April 4th, thermometer 40 degrees; April 6th, first Whippoorwill.  
1855—March 29th, ice, thermometer 30 degrees; April 14th, first Whippoorwill.  
1856—March 28th, ice; April 7th, first Whippoorwill.  
1857—April 7th, thermometer 40 degrees; March 29th, first Whippoorwill.  
1858—March 5th, thermometer 37 degrees; April 8th, first Whippoorwill.  
1859—March 20th; April 4th, first Whippoorwill.  
1860—March 29th; April 5th, first Whippoorwill.  
1861—March 20th, thermometer 39 degrees; April 10th, first Whippoorwill.

The climate is so favorable that as many as three crops of different articles may be realized in one season from the same land. Thus, Potatoes planted in February and dug in May, can be followed by Corn, to be gathered in August, allowing Cabbages to be transplanted upon the same land, which will be ready to be cut in February.

After gathering the various crops for shipment to the Northern and Northwestern markets, it is the usual custom with truck farmers to put in one-third of the land in Corn, to allow one-third to grow up in Crabgrass for hay, and to sow one-third in Cow Peas, to be plowed under as fertilizer; or to plant crops of Cabbage, Turnips, Beets late, or second-crop Irish Potatoes or Sweet Potatoes for the local or interior markets. The second-crop Irish Potatoes produce the most valuable seed for the spring crop. The yield of Hay is about from two to three tons per acre, and of Corn after Cabbage, or Irish Potatoes, from 20 to 30 bushels per acre.

#### VARIETY OF CROPS GROWN FOR SHIPMENT.

The articles planted by the truck farmers are Asparagus, Beans, Cabbage, Carrots, Cucumbers, Lettuce, Peas, Potatoes, Okra, Tomatoes, Melons, Pears and Strawberries.

## TRANSPORTATION.

Savannah enjoys the advantage of the finest fleet of coasting steamers in the United States. The Ocean Steamship Company has a tri-weekly line to New York, and a line to Philadelphia and Boston; and the "Merchants' & Miners' Transportation Co." has a semi-weekly line to Baltimore of fine steamships. Besides this unexcelled water transportation we have three several railroads to the Northern and Northwestern markets, each competing for this freight.

The yield per acre, gross average market prices, and date of harvest of the common crops.

Beans—200 crates .....	\$1 50 per crate.	May 1st.
Cabbage—250 barrels or barrel crates .....	\$2 50@3 00	April 1st.
Cucumbers—400 crates.....	\$1 50@3 00	May 15th.
Peas—75 crates.....	\$2 00	April 1st.
Potatoes—60 barrels.....	\$4 00	May 1st.

The above are average crops. Much larger yields have been produced by truck farmers; thus, 140 barrels of potatoes have been made per acre

## LABOR.

As the result of emancipation, the colored people have gathered around the larger cities, and labor in the vicinity of Savannah is, therefore, plentiful. The usual rates paid by truck farmers is as follows, without board:

	By the day.	Picking large peas, per bushel basket.	Picking small peas or beans, per bushel bas- ket.	Making crates for beans or peas, per 100.	Making crates for Cucumbers or Tomatoes, per 100.	Picking straw- berries, per qt.	Packing straw- berries, per qt.
For Men.....	60c.	12 $\frac{1}{2}$ @15c.	20c.	\$1.00	\$0.75	1 $\frac{1}{2}$ c.	1c.
For Women...	50c.	12 $\frac{1}{2}$ @15c.	20c.			1 $\frac{1}{2}$ c.	1c.

Three baskets usually fill four crates.

## HISTORY OF TRUCK FARMING.

The first shipments of a melon crop to the Northern markets were made from Wilmington Island, in this county, in 1851. Prior to 1857 shipments of vegetables consisted merely of the surplus crops of the local market gardeners.

The tables below will show how the industry has steadily grown to its present proportions, affording material aid to the transportation companies and promoting other public interests.

## LOCAL AND THROUGH SHIPMENTS OF TRUCK.

Port.	1882—Vegetables.	
	Crates.	Barrels.
New York.....	105,739	27,572
Baltimore .....	50,787	12,696
Philadelphia .....	24,472	7,956
Boston .....	4,132	630
<hr/>		<hr/>
Total .....	185,130	48,854
Melons to New York.....		175,000.

Of recent years extensive markets have been opened in the Northwest.

## 1891—LOCAL SHIPMENTS ALONE.

By Ocean Steamship Co. :

	Crates.	Barrels.
New York.....	38,506	30,546
Boston .....	5,095	5,840
Philadelphia .....	1,505	1,959
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	45,106	38,348

The Atlantic Coast Line handled 30,461 packages.

## MELONS, THROUGH FREIGHT TO

	Cars.
New York.....	905
Boston .....	242
Philadelphia .....	18
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	1,165

At 1,000 melons to the car, these cities alone received 1,165,000 melons through Savannah.

## 1892—LOCAL SHIPMENTS ALONE.

	Crates.	Barrels.
New York.....	61,671	36,353
Boston .....	3,841	2,817
Philadelphia .....	2,303	833
Baltimore .....	8,700	2,980
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	76,515	42,983

By South Bound Railroad, 198 cars, nearly all local. Both the Central Railroad and Charleston & Savannah carried large quantities, but no statistics were received from either line.

## WATERMELONS, THROUGH FREIGHT BY OCEAN STEAMSHIP CO.

To New York.....	\$31,188
To Philadelphia .....	10,015
To Boston .....	212,905

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1,054,108

## 1893—LOCAL SHIPMENTS ALONE.

	Crates.	Barrels.
Ocean Steamship Co.....	64,363	45,770
Baltimore Steamship Co.....	5,770	3,500
Atlantic Coast Line.....	75,300	25,000
South Bound Railroad.....	10,000	5,500
Central Railroad .....	5,000	5,250
	<hr/>	<hr/>
	160,433	85,020

January 1st, 1894, to January 1st, 1895:

LOCAL AND THROUGH SHIPMENTS OF  
Vegetables.

	Crates.	Barrels	Melons.
To New York.....	260,935	81,145	913,044
To Boston .....	18,640	12,781	307,378
To Philadelphia.....	5,154	1,993	86,571
To Baltimore.....	10,947	10,994	87,744
To Other Points.....	94,972		288,000
	<hr/>	<hr/>	<hr/>
	390,648	106,913	1,682,737

In addition, the Central Railroad forwarded, via all rail, to all points:—294 tons melons; 1,073 tons vegetables.

The S., F. & W. Ry handled through this city, 1,673,895 boxes oranges.

## SAVANNAH'S CLIMATE.

TEMPERATURE, RAINFALL AND MISCELLANEOUS DATA,

Compiled from

*United States Weather Bureau Records for Twenty-two Years.*

### TEMPERATURE.

Annual Mean	Highest Maximum on Record	Date	Lowest Minimum on Record	Date	Absolute Range
66°	105°	July 12 1879	12°	Jan. 12 1886	93°

### SEASONAL MEANS.

December.....52	March.....53	June.....80	September.....76
January.....51	April.....66	July.....82	October.....66
February.....55	May.....73	August.....80	November.....58
Mean.....53	Mean.....66	Mean.....81	Mean.....67

### PRECIPITATION (Amount in inches and hundredths).

Annual Mean	Greatest Yearly	Year	Least Yearly	Year
51.77	73.94	1885	38.00	1881

### SEASONAL AVERAGES.

December.....3.40	March.....3.75	June.....6.79	September.....6.20
January.....3.30	April.....3.55	July.....5.35	October.....3.75
February.....3.03	May.....2.82	August.....7.68	November.....2.15
Season'l Av'ge..9.73	Seasonal Av'ge.10.12	Seasonal Av'ge.19.82	Seasonal Av'ge 12.10

### MISCELLANEOUS DATA.

Month	Average num- of days with .01 of an inch or more of precip- itation.	Average num- ber of clear days.	Average num- ber of partly cloudy days.	Av'ge number of cloudy days.
January.....	10	9	11	11
February.....	10	9	10	9
March.....	9	12	11	8
April.....	7	13	10	7
May.....	9	12	13	6
June.....	13	7	16	7
July.....	13	8	16	7
August.....	14	8	15	8
September.....	12	8	13	9
October.....	7	13	11	7
November.....	7	12	11	7
December.....	9	11	11	9
Total .....	120	122	148	95

Average date on which first "killing" frost occurred (in autumn), November 29.

Average date on which last "killing" frost occurred (in spring), March 2.

## RICE.

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Rice is the oldest of the surviving staple crops of the South Atlantic States, long antedating both Sugar and Cotton, and commencing in Georgia soon after the original settlement of the State. There are no reliable statistics of production until as late as 1840. Ten years later (1850) it had trebled, and had culminated in this and in all the South Atlantic States. All of the then available lands lying in the deltas of the rivers had been reduced to cultivation under a system of tidal irrigation and drainage almost automatic.

The County of Chatham embraces a large area of such lands lying on the Savannah and Ogeechee rivers and on like intermediate levels, either already in cultivation or inviting the settler to soil of great fertility, and in great measure independent of dry seasons, because capable of easy irrigation.

There are three mills of large capacity in the City of Savannah for the cleaning of Rice, and with Charleston and New Orleans, Savannah is one of the three great Rice markets of the South. The annual receipts at Savannah of Rough Rice, which include virtually the whole crop of Georgia and that produced on the South Carolina shore of the Savannah river, have been for the past five years, ending each August 31st, as follows:

Years.	Bushels.
1888-89.....	530,868
1889-90.....	540,922
1890-91.....	480,874
1891-92.....	431,312
1892-93.....	552,904
1893-94.....	290,121

The decrease the last year is accounted for by the severe storm that overflowed the fields and ruined a large portion of the crop.



## MANUFACTURES.

Savannah offers extraordinary advantages for manufacturing. Directly tributary to the city are all of the elements that are necessary for a manufacturing centre. There are large tracts of unoccupied lands to be secured by rental or purchase upon easy terms. The State of Georgia is rich in ores and coal. Labor is abundant and cheap; living is economical; the climate is healthy; freight rates by rail to interior points and by water to northern and foreign ports are low. Savannah is nearer to the West Indies than any of the cities of the North. Sugar from the West Indies to be refined; hard woods from Georgia and adjacent States to be made into furniture; hides to be converted into leather; leather to be made into shoes; sea island cotton to be worked into the finest fabrics; phosphate rock to be converted into fertilizers; kaolin, dye stuffs, medicinal plants, gums, etc., form the basis of varied manufactures for which Savannah, from her geographical position, is especially favorably situated.

Savannah has the raw cotton and the raw wool at her very doors, and possesses unusual advantages for the manufacture of cotton yarns and cotton goods. Being a very large market, a buyer has the opportunity of selecting just the quality desired. The humidity of climate is particularly advantageous, and with cheap cotton, cheap labor and the best of shipping facilities, there is no locality in the United States that can surpass, and few equal, her as a cotton manufacturing centre. There is now one cotton yarn mill of 10,000 spindles making colored hosiery and knitting yarn of superior quality, which is sold directly to the knitting mills in all sections of the country; and during the financial troubles of 1893 the mill never shut down. Another large mill of 30,000 spindles is projected and will soon be built and put in operation. A knitting mill with fifty of the best patent automatic knitting machines is located here. There are many other industries in successful operation, such as cotton seed oil mills, agricultural implement works, steam bakeries, ice factories, boiler works, machine shops, brass foundry, brick manufactories, sash, door and blind manufactories, carriage works, cigar manufactories, fertilizer works, flour mills, grist mills, planing mills, soap works, trunk factories, oyster canning factory, and many other minor enterprises, all doing a thriving business and finding a market for their products in the Southern States. The



products of the various industries amount to over \$7,000,000 annually and give employment to a large number of men and women.

No city in the United States possesses better advantages than does Savannah for the conversion of timber into merchantable articles. The finest furniture can be manufactured here, as there is no limit to the varied resources of the forest in the vicinity.

Oak and hickory for the manufacture of wagons and agricultural implements are close by in profusion.

Ship railways and machine shops are in successful operation, and a dry dock, ship-building yard and coaling station are projected.

What are specially wanted now, and which should do well, are—

One or more cotton and knitting mills.

A factory to manufacture box stuff, etc., for shipment of vegetables.

Cigar factories.

A factory for canning vegetables.

A sugar refinery.

A pickling factory.

A brick factory—good clay being plentiful; and other industries which go to make a large city.

The only thing needed to make Savannah a great manufacturing centre is "capital," and that will come as soon as her many advantages become known to investors.

## BANKING AND FINANCE.

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In matters of Banking and Finance, Savannah's Institutions have won and maintained since the war of 1861-5, the same reputation throughout the land for conservatism and solidity that marked their course before that era.

In spite of the acknowledged tendency of the American people to overtrade in prosperous times, which has more than once brought about widespread disaster to the Commercial and Industrial interests of the country; notwithstanding inimical financial legislation and tariff policies; in the face of collapsing Real Estate booms all over the country, each of which may be considered as factors in the several money panics of recent years, Savannah Banks have held unbroken ranks, recording not even one period of weakness but continuing season after season, whether in peaceful or stormy times, to do their full duty in aiding all legitimate commercial transactions and in moving the crops of the country tributary to her markets.

At no period in Savannah's history has her financial strength been more forcibly demonstrated than during the summer of 1893. Thrown entirely on her own natural resources, cut off from the regular supplies which from time immemorial have been obtained from the great financial centres, debarred from realizing currency, even on its credit balances in New York, Chicago, Philadelphia, Boston, Baltimore and other large money markets, her banks and merchants stood shoulder to shoulder and carried the city through the storm without a single failure, meanwhile, moving the immense crops of Naval Stores and Lumber, and providing the necessary funds to the whole tributary country to harvest and market the crop of cotton, the last item alone requiring many millions of dollars.

*It is worthy of especial note, that no Clearing House certificates or other form of circulating medium were used to carry on this immense work, every check presented at the banks for payment being cashed.*

Recent reports of the Savannah Banks show the following Capital and Resources:

Capital .....	\$3,359,400 00
Surplus .....	926,500 00
Undivided Profits.....	301,776 18
Average Deposits.....	5,092,000 00
Average Loans.....	7,398,352 42

which shows a working Capital, Combining Capital Stock, Surplus Capital and Undivided Profits amounting to \$4,587,676 28.

The grand total of Imports and Exports of Savannah approximating Two Hundred Millions of Dollars has been successfully handled by those Banks, yielding a safe reserve and good semi-annual dividends.

The "Net" clearings as reported by the Clearing House for twelve months preceding December 1st, 1894, are \$108,566,177 79, and would evidence (when gross clearings are added) the immensity of the Banking transactions.

As judged from these clearings Savannah ranks "third City in the South" in volume of business handled.

Savannah has during the past year been made a United States Reserve City, and is the only city of such character between Baltimore and New Orleans.

It would be an injustice to the financial interests of the city to leave this subject without commenting on the broad and useful field covered by the Building & Loan Associations (Co-operative Banks), to the successful management of which can be attributed much of the usefulness to commercial interests of the regular Banks. Unlike many incorporated Banks throughout the country, our regular institutions have confined themselves almost entirely to the necessities of trade and commerce, lending their help to every legitimate business enterprise, supporting, in times of need, every conservative customer, and thus maintaining and forwarding the strictly business interests of the Port.

On the other hand, the Building & Loan Associations have not been recreant to their trusts; assisting the honest home-seeker or investor, they have avoided every species of speculation and have dealt on a basis of values, which has done much to increase and maintain the solidity of the city.

They are at present "Twelve" of these Associations in the city in successful operation, and it is variously estimated that the amount of their loans on real estate reaches from \$2,000,000 to \$2,500,000.

#### CAPITAL AND RESOURCES OF THE SAVANNAH BANKS.

BANK.	Banking Capital.	Surplus.	Undivided Profits.	Av. Deposits.	Av. Loans.
Sav. Bank and Trust Co.....	\$ 400,000	\$ 50,000	\$ 13,188 40	\$ 550,000	\$ 850,000 00
Central Railroad Bank.....	500,000	.....	120,870 91	119,000	178,352 42
Merchants' National.....	500,000	160,000	25,000 00	300,000	800,000 00
Southern.....	500,000	500,000	33,430 00	2,150,000	2,200,000 00
National of Savannah.....	300,000	130,000	31,500 00	350,000	750,000 00
Chatham.....	150,000	25,000	14,500 00	450,000	600,000 00
Germania.....	200,000	.....	15,586 87	313,000	500,000 00
Citizens.....	500,000	25,000	35,000 00	550,000	900,000 00
Oglethorpe Savings.....	125,000	35,000	.....	250,000	400,000 00
Title Guarantee.....	149,400	.....	12,000 00	60,000	220,000 00
Savannah Savings.....	35,000	1,500	700 00	.....	.....
	\$3,359,400	\$926,500	\$301,776 18	\$5,092,000	\$7,398,352 42

Clearings for year ending December 1, 1893, \$94,920,330.73.

Clearings for year ending December 1, 1894, \$108,566,177.79.

## REAL ESTATE AND PERSONAL PROPERTY.

The history of real estate in Chatham County in the last ten years presents an interesting study. In 1884 the whole value of real estate assessed for taxes in the County, outside of the City, was \$1,353,693, and in the City, \$12,516,202. In 1894 the assessed value of real estate outside of the City was \$3,801,599, and in the City, \$23,272,594. The amount for the present year, notwithstanding the great shrinkage in the value of stocks and bonds, is not only undiminished, but is a little in excess of the above figures; showing a healthy growth, a sound basis resting upon intrinsic value and not upon speculative influences.

The following tabulated statement is made from the Tax Digest of the City and County:

	Real Estate Outside City.	Real Estate Inside City.	Personal P. and Stock Inv.	Total.
1884....	1,353,693	12,516,202	7,145,112	21,015,007
1885....	1,606,998	13,055,969	8,112,997	22,775,964
1886....	1,866,120	13,343,632	9,107,811	24,317,563
1887....	2,066,975	13,641,933	8,958,964	24,667,872
1888....	2,368,545	14,764,075	8,662,317	25,794,937
1889....	2,851,740	14,990,990	9,112,782	26,955,512
1890....	3,899,325	18,580,334	13,399,519	35,879,178
1891....	3,942,488	19,913,006	12,717,508	36,573,002
1892....	3,642,488	20,318,137	12,480,259	36,440,884
1893....	3,768,950	21,200,788	12,038,195	37,007,933
1894....	3,801,599	23,273,594	11,024,478	38,099,671

It will be safe to add to the above figures at least 25 per cent. in order to arrive at the actual market value of real estate in the City and County; for however faithful and honest the efforts of the Receiver of Tax Returns and City Treasurer may be, and however conscientious the owners of property, returns and assessments are rarely ever made at full market value.

It will be seen by the above statement that the increase in value of property outside of the city has greatly advanced since the year 1888. This is due largely to the system of drainage which has rendered tillable much of the soil previously unfit for cultivation, besides adding greatly to the general health of the county. These values have also been further increased by the extension of certain lines of Electric Railways, rendering the sections through which

they pass more convenient for reaching the city and hence more sought after for homes by people of moderate means. But, perhaps, no influence has controlled in the advance of prices so much as the faith which is felt by the people of Savannah in the future of their city, having every possible advantage for advancement in its important railway connections, its shipping, its health, its enormous business—largely in excess of its population—its beauty and attractiveness for visitors, and everything else necessary to make it a place of great consequence in the near future. This is shown by the fact that the greatest rise in values has been in suburban lands immediately adjoining the city limits, rather than lands more distantly located.

Our space is too limited to go into details as to all improvements in the city and county in the last ten years. In less time there have been erected such buildings as the DeSoto Hotel, Guards Armory, Provident Assurance Building, Cotton Exchange, Board of Trade, Southern Bank, Telfair Academy of Arts and Sciences, Independent Presbyterian Church, Odd Fellows Hall, etc., at a cost of over a million and a half dollars. In the early part of 1889 a disastrous fire destroyed a great many valuable buildings on Broughton, Whitaker, Barnard, State, York and South Broad Streets, and also the Independent Presbyterian Church and Guards Armory on Bull Street. Nearly of this property has been rebuilt, and it is safe to say that more money has been invested in improvements of this high character in the last decade than was ever done in thrice the time in the previous history of the city. It is difficult, if not impossible, to ascertain the value of improvements of a smaller character erected in the same time, but it is estimated that they will more than equal those in the business portion of the city. An approximate idea of this may be had by a careful examination and comparison of the above tabulated statement of property assessed for taxes.

## THE WHOLESALE JOBBING TRADE.

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This branch of Savannah's business interests continues to increase yearly, for the merchants engaged in it are pushing and wide awake, and never lose an opportunity to enter into the new fields that have from time to time been opened to them by new railroad enterprises. There is every reason to believe that the building of the Florida Central & Peninsular extension, will afford our merchants another opportunity of an increase in their territory, of which they will quickly take advantage. Savannah's jobbing trade is now selling its goods in Georgia, Florida, South Carolina and Alabama, and some lines go as far as North Carolina and Tennessee. In the provision line there has been started an export business to Havana, with profitable results, and it is believed before very long this business will be greatly enlarged.

The following is a fair estimate of Savannah Jobbing Trade for the past year, beginning November 1st, 1893, and ending October 31st, 1894:

Groceries .....	\$15,000,000 00
Liquors and Tobaccos.....	4,300,000 00
Provisions .....	6,000,000 00
Dry Goods and Notions.....	4,400,000 00
Clothing .....	900,000 00
Boots, Shoes and Hats.....	1,450,000 00
Hardware .....	1,500,000 00
Furniture .....	500,000 00
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	\$34,050,000 00

## FACTS ABOUT SAVANNAH.

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Savannah was founded in 1733—one hundred and sixty-two years ago—by Gen. James Oglethorpe.

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The first steamship to cross the Atlantic sailed from Savannah in 1819.

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The first cotton grown in Georgia was shipped from Savannah in 1788.

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Savannah has annual shipments of over 1,100,000 packages of oranges and other fruits, of 500,000 packages of vegetables, and over 1,000,000 watermelons.

\* \* \*

Savannah has an ocean commerce of over \$150,000,000.

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Savannah has never had a bank failure.

\* \* \*

Savannah has more miles of electric railway than any city of its size in the world.

\* \* \*

Savannah is the healthiest city in the South and surpassed by few in the world.

\* \* \*

Savannah has an annual retail trade of \$35,000,000.



Savannah has the finest hotel in the South outside of St. Augustine and Tampa.

\* \* \*

Savannah has the finest artesian water supply in the South—a daily supply of 12,000,000 gallons, or nearly 200 gallons to every man, woman and child.











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